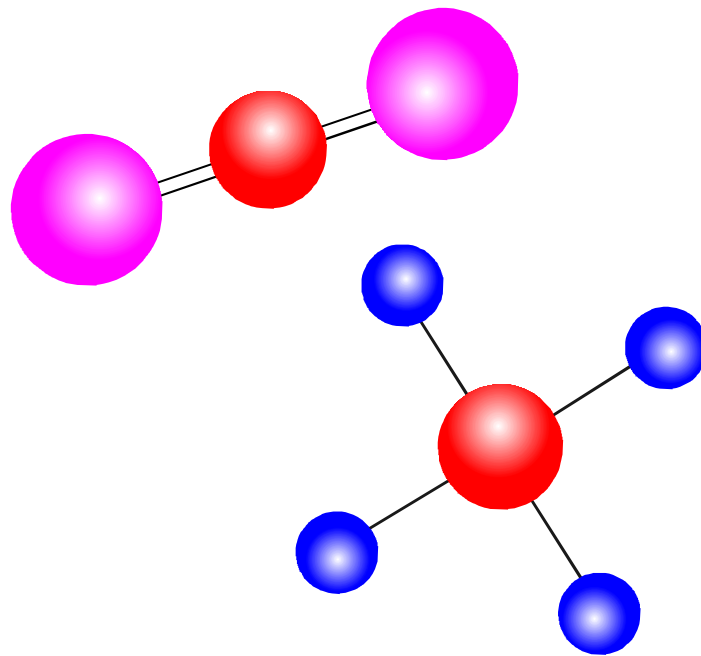


A Long Term CO₂ Emission Reduction Plan for



Progress Report
1998

Prepared by: *Julio Calle*
Mayra Flagler



The Honorable Alexander Penelas
Mayor

BOARD OF COUNTY COMMISSIONERS

Betty T. Ferguson

District 1

Dorrin D. Rolle

District 2

Dr. Barbara Carey

District 3

Gwen Margolis

District 4

Bruce Kaplan

District 5

Pedro Reboredo

District 6

Jimmy Morales

District 7

Katy Sorenson

District 8

Dennis Moss

District 9

Javier D. Souto

District 10

Miguel Diaz de la Portilla

District 11

Dr. Miriam Alonso

District 12

Natacha S. Milan

District 13

M.R. Stierheim
County Manager

Robert A. Ginsburg
County Attorney

The Honorable Harvey Ruvin
Clerk of the Board

JOHN RENFROW, DIRECTOR
DOUGLAS YODER, PROJECT DIRECTOR
JULIO CALLE, PROJECT MANAGER



MIAMI-DADE'S CO₂ REDUCTION PLAN PROGRESS REPORT 1998

On December 14, 1993, Miami-Dade's Board of County Commissioners approved a plan entitled "A Long Term CO₂ Emission Reduction Plan for Metropolitan Dade County" recognizing the threat of global warming. The plan was developed as part of an international effort to reduce carbon dioxide (CO₂) emissions through the implementation of local actions and encouragement of needed state and federal actions. The plan was sponsored by the International Council for Local Environmental Initiatives (ICLEI), comprised of local governments, of which Miami-Dade County is a founding member. The council seeks to address international environmental problems such as global warming through local actions. In 1995, Miami-Dade County Department of Environmental Resources Management Office of Sustainable Environment and Education (OSEE) was established to oversee this project. Project funding has been provided in part by the Urban Consortium Energy Task Force.

The goal of the project is to reduce countywide CO₂ emissions to 80% of 1988 levels by the year 2005. Miami-Dade has initiated CO₂ reduction measures, such as energy efficiency measures, conservation in transportation by improving urban design and promoting mass transit, and providing for renewable and recycling programs, to reach this goal. The development of this plan was guided by a broad-based steering committee, chaired by County Clerk Harvey Ruvin, who was recently elected overall Vice-Chairman of ICLEI and serves as President of ICLEI-USA, Inc.

Project analysis showed that in 1988, Miami-Dade County's CO₂ emissions totaled over 23 million tons. The largest sources of emissions came equally from transportation (45%) and electricity production (45%). Additionally, according to 1993 Department of Energy data, Florida ranked 8th overall in the nation in energy consumption. Miami-Dade County's plan includes measures to address the following sectors: transportation, electrical production/use, solid waste management and land use patterns/urban design.

BACKGROUND

The atmosphere that surrounds the Earth is composed of many types of gases including "greenhouse gases". Some greenhouse gases such as water vapor, carbon dioxide, methane, nitrous oxide and ozone, are naturally occurring. However, since the beginning of the industrial revolution, human activities have been slowly adding to the natural background levels. The burning of fossil fuels for energy, increased agriculture and deforestation, landfills and industrial processes contribute a significant share of emissions. Carbon dioxide is considered the primary greenhouse gas because it accounts for approximately 50% of the greenhouse gases. Concentrations of this gas have increased by nearly 30% since the pre-industrial area. These increases intensify the heat trapping capability of the earth's atmosphere. As these gases accumulate in the atmosphere they absorb infrared radiation (heat) and radiate it back to the earth's surface, trapping it much like a greenhouse, causing a general warming of the environment.

The Intergovernmental Panel on Climate Change (IPCC), an international group of scientists responsible for advise on climate change, released its Second Assessment Report in 1995 with the conclusion that global warming has begun. Recent calculations suggest that the global surface temperature could increase an average of 1.6°-6.3°F, posing a potential change to regional climatic stability. Miami-Dade County is a low-lying coastal community that would be particularly vulnerable to the impacts of global warming. Temperature increases such as the ones reported would bring flooding and destruction of beaches and natural areas, saltwater intrusion into our drinking water supply, increased threat of tropical diseases and infrastructure damage, among others. Clerk Ruvin's continued involvement in ICLEI's Cities for Climate Protection is essential to the County's commitment and strategy in reducing greenhouse gases.

ICLEI, CCP and the KYOTO EARTH SUMMIT

In 1988, the World Meteorological Organization and the United Nations Environment Programme established an intergovernmental panel of experts to assess scientific, technical and socio-economic information relating to climate change. The Intergovernmental Panel on Climate Change (IPCC), as it was named, released its First Assessment Report on global climate change at a meeting in Sundsvall, Sweden in 1990. The report concluded that global temperatures could increase by 0.3 degrees Celsius if carbon dioxide (CO₂) emissions went unchecked. This report led to the signing of the Global Warming Treaty in Rio de Janeiro, Brazil in 1992. The Treaty recognized that reducing CO₂ emissions would be beneficial but did not set binding targets for greenhouse emissions.

In 1990, the International Council for Local Environmental Initiatives (ICLEI), was established through a partnership with United Nations Environment Programme and International Union of Local Authorities (IULA). The group set out to partner with local governments to implement new environmental management practices at the local level to bring about changes that would have a global impact.

In 1993, Miami-Dade County, developed an action plan to protect the global climate and its Board of Commissioners passed a resolution to approve the plan. It was then that the county became a member of ICLEI's Cities for Climate Protection (CCP) Campaign and has since been recognized internationally as a community in the forefront of environmental protection.

This past year, the members of CCP's Working Group met in Nagoya, Japan, just prior to the Kyoto Summit to review the successes achieved by local governments and to draft a communiqué to the Conference of Parties (COP) calling for setting legally binding targets and timetables for reducing greenhouse gas emissions. This 4th Local Government Leaders' Summit on Climate Change was particularly significant for Miami-Dade County since Harvey Ruvin, the Clerk of the Courts, chaired the CCP Working Group that was officially recognized and formally presented to the plenary session at COP III in Kyoto.

Beginning December 2, delegates from 160 nations met in Kyoto, Japan for 9 days of intense negotiations to reach an agreement and draft the Kyoto Treaty. The treaty calls for all industrialized nations to reduce greenhouse emissions within the next 15 years. Under the agreement the European Nation will cut its emissions by 8%, the United States by 7% and Japan by 6% - all cuts measured against 1990 emission levels to be achieved by

the period 2008-2012. At the next climate meeting, later this year in Buenos Aires, negotiators will strive to resolve the outstanding issues and ensure engagement of the developing countries so that the treaty can move forward promptly. President Clinton does not expect the treaty to be presented to the US Senate until 1999, after COP IV in Buenos Aires deals with issues relating to the energy futures of major developing countries such as China, Mexico and Brazil.

PLAN UPDATE

Most of the plan's recommendations fall under the jurisdiction of eight county departments, including DERM. This annual report reviews the progress made in terms of implementing the plan's recommendations during 1997. It is important to remember that although a number of measures can be directly implemented by Miami-Dade agencies, there are a number of recommendations that fall under the jurisdiction of either the state or federal government or involve changing the attitudes and behaviors of individuals; therefore, it will be difficult to guarantee the full implementation of those measures. Also, many recommendations in this plan are concepts or measures that will evolve and improve continuously in order to meet the needs of Miami-Dade's growing population. For example, the recommendation to increase traffic demand management programs will not have a final date of completion because it is a continuing effort. This particular report does not attempt to quantify all CO₂ levels for those measures that have been implemented. The quantification of greenhouse gas reduction for those measures implemented will be completed every five years. The next anticipated date for reporting quantified CO₂ levels will be in 1998.

NEW OPPORTUNITIES

Since the beginning of the Long Term CO₂ Emission Reduction Plan for Miami-Dade County, new opportunities for the reduction of CO₂ have become available. The following illustrates some opportunities that were implemented prior to the completion of the progress report:

Miami-Dade County Aviation Department

The Miami-Dade County Aviation Department has a sizable Capital Improvements Program underway. The Master Plan for this program entails renovation and expansion of the existing facilities at Miami International Airport. The 10-year program started in 1993, and will expand the existing Terminal from an estimated 3.75 million square feet of space to a total of about 9.1 million square feet. The program expands the access roadways, parking, upper and lower level drives on the land side. Improvements for the air side include the construction of a new runway, taxiways and taxilanes.

The land side improvements will result in reduced emissions due to improved traffic patterns and easy availability of additional parking. Air side improvements will reduce the taxi time for airplanes between terminal and runways. This should help reduce the airplanes' fuel consumption as well as the resulting emissions. The terminal

improvements are being designed to bring the entire terminal in compliance with new energy codes.

In addition to the renovations, the Miami International Airport has South Florida's largest compressed natural gas (CNG) refueling station that serves approximately 82 vehicles from County, State and Federal agencies operating at or near the airport. About 200 vehicles are expected to use the facility within the next five years and the station will be able to refuel four automobiles/small trucks and two buses/large trucks simultaneously. The Aviation Department's analysis of its fuel usage indicates that the most effective reduction in emissions and savings of fossil fuels will result from the utilization of natural gas technology for high usage vehicles.

Miami Beach "ELECTROWAVE" Shuttle

The Miami Beach Transportation Management Association has been working closely with the City of Miami Beach, researching and developing a plan for the implementation of an electric shuttle system. The system is composed of seven electric powered shuttles with seating on each shuttle for 22 passengers. To add some flair to the system, the shuttles are moving works of art with their exteriors decorated with art from local artists. This has been made possible by a program called "Art in Public Places" and the drivers will be dressed in tropical attire.

Service to the South Beach area of Miami Beach began on February 1, 1998 and will help increase the mobility and alleviate parking problems in the area. The fare is *free* and the hours of operation are convenient for everyone (the 9a.m.-5p.m. worker or the 12a.m. - 4a.m. party goer). In addition, the shuttle will support a park-and-ride program and link existing transportation services provided in the referred area, thus, resulting in a transportation project which is clean, safe, cost efficient and dependable.

The Miami Beach Transportation Management Association was developed as a recommended plan of action under the "Long Term CO₂ Emission Reduction Plan for Metropolitan Dade County". The Traffic Demand Management (TDM) measures is a systematic approach to reducing single occupancy vehicles and number of cars on the roads, especially during peak hours. This will reduce traffic congestion, enhance air quality and promote energy conservation.

Civic Center/MDTA South Florida Station Electric Car Pilot Project

The South Florida Station Car Program has two phases; a Pilot started October 1996 followed by a larger Demonstration. The Pilot Program will begin with 10 to 12 battery powered electric vehicles (upgraded Geo Prisms) to be used by commuters in connection with the MetroRail system. Eight to ten cars will be placed at the Dadeland North Station and two cars at the Civic Center MetroRail Station, which will be used as pool cars during the workday. The Civic Center Complex serves 35,000 employees (two major hospitals, the University of Miami Medical Campus, Miami Dade Community College, the County Jail and the State Attorney's office, to name a few), from which in association with the

Civic Center Transportation Management Organization the station car users will be selected.

The Alamo Rent-A-Car company will own the cars, provide all related services, including interactions with the users, and will have a kiosk at the Civic Center and Dadeland North Station.

The Civic Center Transportation Management Organization was developed as a recommended plan of action under the “Long Term CO₂ Emission Reduction Plan for Metropolitan Dade County”. The Traffic Demand Management (TDM) measures is an systematic approach to reducing single occupant vehicles and number of cars on roads especially during peak hours. This will reduce traffic congestion, enhance air quality and promote energy conservation.

Performing Arts Center

Personnel from the Department of Environmental Resources Management and General Services Administration participated in a Design Development Walk Through for the new Performing Arts Center. Following this event, DERM had an opportunity to review the design and construction plans and offer comments on energy efficiency and landscaping. These two components are extremely important to the areas of energy and resource conservation. The Department expects to continue its involvement in this project.

Hydrogen Energy System

A feasibility study conducted by Bruderly Engineering Associates, Inc. entitled “An Integrated Hydrogen Energy System for Niche Markets in South Florida” seeks to create hydrogen energy applications to satisfy the demand for clean energy systems. The project seeks to mobilize resources from government, industry, non-governmental organizations, universities, small businesses and public interest groups to demonstrate how hydrogen energy systems can be used to eliminate pollution at reasonable and competitive costs. Florida has a well-developed infrastructure for production and distribution of liquid hydrogen because it is used as fuel for the Space Shuttle. Therefore, the project also hopes to leverage this existing liquid hydrogen infrastructure into commercial energy markets.

Teleconference on Climate Change

The Department of Environmental Resources Management hosted a symposium, which included the *White House Conference on Climate Change* on October 6, 1997. Miami-Dade County Mayor Alex Penelas welcomed the guests and highlighted the importance of environmental awareness to South Florida. A panel of local experts was also on hand to discuss the science and policy of global warming as it relates to South Florida.

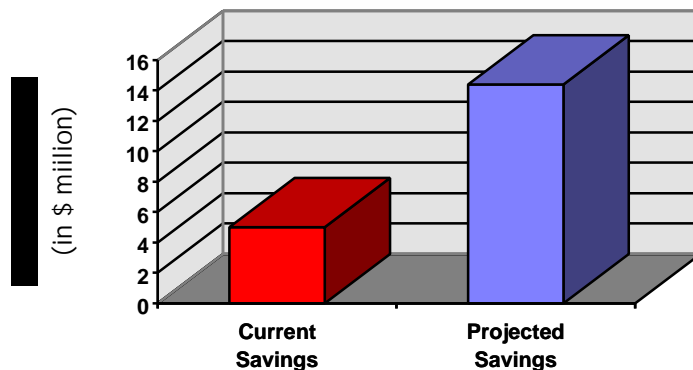
Green Utilities



The Green Utility is a concept developed by the Florida Local Environmental Resources Agencies Association, the Nature Conservancy, and the Florida Sierra Club, which proposes the use of a local option fee to establish a utility for the management and maintenance of public lands, promote the development of inner city green spaces, provide grants for planting trees for private property, control exotic vegetation, and develop environmental public education programs.

Why a Green Utility? In April of 1996, American Forest undertook an “Urban Ecological Analysis for Dade County, Florida” unincorporated townships. The study estimates the canopy tree cover of Dade County to be 10%. The reason behind the low rate is due to the high levels of urban sprawls and the impact of Hurricane Andrew in 1992.

Florida Power & Light Company (FPL), the local electric utility company, calculates that a full 12.5% of all energy use in the State of Florida goes to residential cooling. In the American Forests study, FPL attributed \$5.3 million per year in energy savings to Dade County’s existing urban canopy. Furthermore, the study projected that savings of \$14.4 million would be achieved through an aggressive urban tree-planting program. Other benefits include: improved stormwater attenuation (15% increase in capacity) and better air quality through carbon sequestration (the trapping of carbon through plant respiration). There are no new developments in the Green Utility initiative.



The annual reduction of CO₂ was estimated to be 42,948 tons/85,896,000 lbs., depending on the size, age, and rate of planting vs. removal of trees.

Brownfield Task Force

A Task Force authorized by the Board of County Commissioners is currently developing a policy to remediate and redevelop inner city abandoned industrial and commercial properties in Miami-Dade County. Brownfields are abandoned or underutilized properties which are considered to have limited redevelopment potential due to actual or perceived contamination. Of more than 3000 contaminated sites in Miami-Dade County, DERM records suggest that at least 60 may be considered a “Brownfield”. Brownfield

redevelopment initiatives are intended to help reduce urban sprawl while encouraging development, stimulating economic growth and maintaining environmental protection standards.

Miami-Dade County was awarded an EPA Brownfields pilot grant in March 1997 and has signed the Eastward Ho!-Brownfields Partnership to further brownfields success.

Governor's Commission on Sustainable South Florida

In March 1994, Governor Lawton Chiles created the Governor's Commission on Sustainable South Florida, which is comprised of South Florida interests to explore the issue of sustainability. The Governor appointed a 40-member commission consisting of representatives of the business community, public interest and environmental organizations; county and city officials; tribal; and federal, state, and local regulatory agencies. Its goal is to make recommendations to assure a healthy Everglades ecosystem, which can coexist and be mutually supportive of a sustainable South Florida economy.

The commission recommended a five year plan containing strategies, actions and measures of success for achieving positive change that enhances the ecological, economic and social systems upon which South Florida and its communities depend. One of the issues being discussed for recommendation is the electric utility deregulation, which is an occurring issue that deals with the separation of production and distribution of energy. Since Miami-Dade County is one of the largest consumers of energy in the Southeast, it is advisable that the County makes this issue a priority and establish a relationship with the local utility company allowing for wheeling of electricity to large commercial facilities. Implementation of the plan will help bolster the regional economy, promote quality communities, and secure a healthy ecosystem. Through various committees (i.e. Energy, Transportation, Water Quality, etc.) and technical advisers, the Governor's Commission will develop an action plan and set of recommendations.

Eastward Ho!

The Eastward Ho! initiative was recommended by the Governor's Commission on Sustainable South Florida in 1995. It is represented by various private and public organizations, regulatory agencies, and private companies seeking to revitalize Southeast Florida's Urban core by encouraging infill and redevelopment of lands within the historical eastern corridor. This initiative will encourage compact efficient development patterns; and will forge a public/private partnership to promote compact urban density, which can result in an overall cost reduction of up to 50% and is nearly 30% more energy efficient.

Clerk of the Courts

☒ Voice Response System

A Voice Response System was established in 1995 under the direction of Harvey Ruvin, Clerk of the Courts. The system has received over 3 million calls, and is constructed to

provide an avenue of information to Miami-Dade County citizens in regards to the court system, without having to leave their homes. Citizens can pay for traffic and parking tickets, make court dates (civil and criminal), or make inquiries on child support payments.

The system receives an average of 4600 calls per month alone on individuals paying for traffic and parking tickets and setting court dates. This concept coincides with our CO₂ reduction strategy since it reduces Vehicles Miles Travel (VMTs) and all of the pollution associated with it. **(The annual reduction of CO₂ is estimated to be 234 tons, for individuals making payments over the phone).**

☒ **SPIRIT Project and Potential Rollouts**

The Clerk's Office will be implementing its SPIRIT project later this year. SPIRIT stands for **S**imultaneous **P**aperless **I**maging **R**etrieval **I**nformation **T**echnology and it is the world's first comprehensive optical imaging solution for a courtroom operational process. It will enable a total "reinvention" of the workflow in our Traffic Court and will over time result in massive savings of paper, space and labor. Added efficiencies and enhancements of public on-line access will result in substantial "TRIP-AVOIDANCE" thus CO₂ emission reductions as well as Carbon-sinking (tree-saving) enhancements will result. SPIRIT is hoped to be the first of many rollouts in the Courts as well as with other County functions where paper presently drives the process.

Environmental Advisory Task Force Subcommittees

1) "Green Fleets"

The "Green Fleets" subcommittee was established by the Environmental Advisory Task Force (EATF) to address the energy and environmental dimensions of transportation and benefits extending to economic development, and a livable community, and to establish programs in Miami- Dade to reduce air pollution, VMTs, and traffic congestion. Topics of interest include, but are not limited to: telecommuting, investigating established car idling ordinance, and providing educational awareness and incentives for use of urban mass transit and car pooling/van pooling.

The subcommittee is in the process of preparing an Administrative Order to be presented to the Miami-Dade County Commission to establish a telecommuting program for Miami-Dade employees. Telecommuting enables employees to work at home using their computer and telephone to communicate as if they were in their office. The advantages of telecommuting provides workers with alternate work schedule and location, while decreasing traffic congestion, VMTs, and pollution associated with transportation. This project will work towards reaching the plan's goal in reducing CO₂ emissions.

2) "Dade Green Coalition"

The "Dade Green Coalition" consists of government agencies, professional associations related to the development industry, educators, environmental groups, and private businesses. Its mission is to promote energy efficient and environmentally sustainable

buildings and communities by educating both consumers and suppliers concerning the practicality and benefits associated with “green” development.

The First South Florida Sustainable Development Conference and Exhibition was held on April 10-12 in Downtown Miami. It attracted more than 40 exhibitors and 300 attendees and speakers. Each session included a specific discussion of the impediments to more efficient design and development and approaches to overcome those impediments. At the conclusion of the conference, a “Green Action Agenda” was compiled to bring all of these suggestions together. Since that time the Coalition has been working to implement the agenda. Meetings have been held to encourage designers of both the new basketball arena and the new Performing Arts Center to consider green design principles. The Coalition is also formulating a plan to encourage the development of an actual green neighborhood. It is also hoping to be featured at the largest Home Show in South Florida to highlight the importance of green building design and operation.

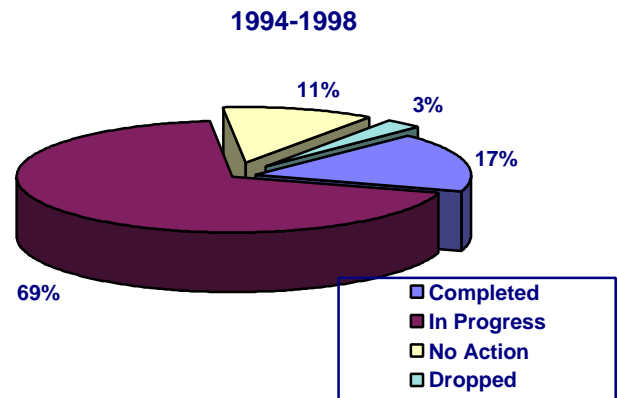
Continued emphasis on consumer education will be a significant part of harnessing the market system to the benefit of more energy efficient and sustainable buildings and communities.

Team Metro

Team Metro was established to bring government closer to citizens in their neighborhoods. DERM supplied Team Metro general information about the Department as well as procedures for complaint referral for distribution to Team Metro personnel and offices and for inclusion in “The Golden Guide to Miami-Dade County Codes”. In order to provide better services, DERM has met with Team Metro staff to discuss specific environmental situations and provide specific training as necessary. The training included a description of DERM’s complaint system and plan review requirements for businesses and residential facilities. DERM continues to offer support to Team Metro.

Status of the Plan's Recommendations

<u>ACTIVITY</u>	<u>1994-1998</u>
Measures Completed	6
Measures in Progress	24
No Action	4
Dropped	1



The following list of recommendations has been organized according to departmental authority over the plan's recommended actions. Next to the action is the corresponding sector, section and number of the action as it is listed in the December 1993, approved plan.

ENVIRONMENTAL RESOURCES MANAGEMENT

MEASURES IN PROGRESS

- 1) **Reduce annual electricity consumption by 5,359 kWh in 35,000 rebuilt homes in South Dade through promotion of energy efficient measures.**

(Electrical, Section B, #1)

Jordan Commons

Construction

Status: Homestead Habitat for Humanity has ceased the management of the project and it has been taken over by Miami Habitat for Humanity (MHFH). MHFH has indicated that they will be making conceptual changes to the neighborhood. Some of the changes will include the design of the homes, which will be different to the original plan and more in line with the homes of the mission of Habitat for Humanity. It is anticipated that these homes will meet and possibly exceed the energy code.

DERM is currently discussing with the State Department of Community Affairs and MHFH, the possibility of continuing energy saving measures in the project that were part of the original plan. Discussions include the purchasing of 40 additional solar streetlights for a total of 80 for the project. MHFH has also indicated that they will implement "Cool Communities" concepts into the project.

In addition to energy saving measures, DERM will continue to provide educational support to the homeowners. Including information on how to operate their homes more efficiently and in a more environmentally friendly manner. MHFH will include an

environmental education session during their homeowner orientation program. They have also expressed interest in expanding the program to other Habitat projects.

2) Integrate “Cool Communities” with community-wide tree planting program.

(Electrical, Section D, #1)

☒ **Revisions to Landscape Ordinance requiring Energy Conservation Zone Tree Planting**

Status: The Miami-Dade County Landscape ordinance was revised January 13, 1998. It establishes minimum landscape standards on properties outside the public rights-of-way. One of the stated purposes is to promote the use of trees and shrubs for energy conservation by encouraging cooling through the provision of shade and the channeling of breezes, helping to offset global warming and local heat island effects. The new ordinance defines the Energy Conservation Zone, as an area located no more than 22 feet from a structure in a 180° band from the northeast point of the structure to the northwest point. At least two trees must be planted in this zone and trees or shrubs must shade ground-level exterior air conditioning units.

The provisions of the ordinance apply to public and private developments when a permit is required either for the construction of a new single-family home or external or paving alterations. Based upon a projected 9,000 housing starts per year, the strategic shading of 3597 new single-family homes in 1997, after 5 years of tree growth, would reduce energy consumption by a conservative 15%, amounting to \$233,301 of savings in residential cooling costs.

☒ **Florida Power & Light (FP&L) Research Conducted**

Status: FP& L contracted Resource Management International (RMI) as a consultant to evaluate the energy conservation effectiveness of strategic tree planting and roof whitening. The conclusions of this study are to be reported in mid-1998.

☒ **Public Service Campaign**

Funded by a Community Based Organization (CBO) Pollution Prevention Grant, American Forests’ Cool Communities program conducted a public education campaign through transit advertising and distribution of brochures at Miami-Dade Public Libraries. The message of the campaign was "Plant the Future For a Cooler South Florida; Shade Trees can reduce your air conditioning costs by 15 to 50% ". The effectiveness of the campaign is measured by the number of “impressions” or potential number of people who are exposed to the educational posters per day or month.

Sixty MetroRail cars showed Plant the Future posters for 6 months with an estimated total of 9,822,000 impressions during that time period. Posters were also shown on ten Metro Bus routes for two months. The routes were selected to reach the heaviest concentration of single family homeowners, as they would have the lawns and yards in which to plant trees. The estimated number of impressions for the bus posters is approximately 3,862,500. Additionally, five bus shelters showed posters for three months totaling 9,160,200 impressions over that time period. The shelters selected

were located in the top quintile of the heaviest concentration of single family homes. **The estimated total number of impressions for 1997 was 22,844,700.**

3) **Promote the Energy Conservation & Assistance Program**

(Electrical, Section E, #3)

☒ **Climate Wise**

Status: The Office of Sustainable Education & Environment was awarded funding from ICLEI for the continuation of the Climate Wise Program in Miami-Dade County. DERM has recruited the following 16 private companies to the Climate Wise program: Industrial Equipment and Supplies, Republic Metals Corporation, Adapto, Englehard/ICC, Nautica, Pan American Hospital, Dade International, Pintexs Paint, Perko, Eurobank, Apache, Kendall Plastics, Warner Bros. Publications, Ashland Chemical, Miami Brewing Company, and Zenith Goldline Pharmaceuticals. DERM works with the Small Business Development Centers, located at Florida International University, and Florida Power & Light (FPL) to provide complimentary energy audits for businesses. Several of the Climate Wise Partners have completed their Action Plan as part of the overall objective to increase energy efficiency and at the same time reduce greenhouse gases. The program has started the process of recruiting more companies

SOLID WASTE MANAGEMENT

MEASURES IN PROGRESS

1) **Continue to implement and promote the following recycling programs:**

- ☒ **Single Family residential**
- ☒ **Multi-family residential**
- ☒ **Commercial**
- ☒ **Yard waste**
- ☒ **Disposal facilities**
- ☒ **Metro-Dade government facilities.**

(Solid Waste, Section A, #1)

Completion Date: The County has achieved a 30% recycling rate during 1997, which equaled the state's 30% recycling goal for counties, however, efforts are ongoing. Based on the 1996 Urban CO₂ progress report, there has been no increase in the recycling rate.

Status: Miami-Dade County is currently recycling 30% of the municipal solid waste stream.

Next Step and Date: Continue recycling efforts in Miami-Dade County.

1. In 1998, mail curbside recycling educational brochure to 300,000 households in unincorporated Miami-Dade and 15 participating municipalities.

2. In 1998, continue multi-family/commercial recycling program including monitoring over 32,000 waste locations for recycling compliance, providing information and technical assistance, and enforcement.
3. In 1998, collect and mulch Christmas trees for distribution to residents of unincorporated Miami-Dade County.
4. In 1998, continue to promote recycling in Miami-Dade government facilities.

2) Recover and flare or use the methane gas from cells 1 and 2 of the South Dade Landfill to generate electricity for the South District Waste Water Treatment Facility.

(Solid Waste, Section A, #2)

Completion date: First Quarter 1998

Status: During the first quarter of the program, a Request For Proposal (RFP) was opened to the public. The proposal required the bidder to convert landfill gases to electricity or to channel and refine methane gas for retail purposes. Additionally, the bidder is responsible for the design, finance, construction, and operation of system. No responses were received. A contract was signed between Miami-Dade County's Solid Waste Management District (SWMD) and the EcoGas Corporation on December 31, 1996 to operate the methane recovery and clean-up units. **(Upon completion of the methane recovery process, it is estimated to have a potential reduction of up to 177,000 tons of CO₂ over the life of the landfill).**

Plant construction and start-up is scheduled for early 1998 (within next 60 days). Once implemented, the gas will be collected, processed and marketed. EcoGas is currently seeking buyers for the upgraded gas.

3) Implement community-wide waste reduction programs.

(Solid Waste, Section A, #3)

Completion date: Ongoing

Status: Continuing to educate and promote waste reduction measures. 1997 activities included:

- ☒ Distributed waste reduction information at community events and via mail. Brochures promote environmentally sound buying and reduction of waste through reuse and buying in bulk.
- ☒ Participated in public education activities and community events through a use of an educational display on waste reduction and environmental sound buying.

Next Step and Date: In 1998, continue the above-mentioned educational program.

DEPARTMENT OF PLANNING, DEVELOPMENT AND REGULATION

MEASURES COMPLETED

(Note: Measure may have been completed, however additional task may still be on-going)

- 1) Revise Miami-Dade County's landscape code to require strategic tree planting, street trees and parking lot trees.**

(Land Use, Section A, #5)

Completion Date: Late 1998

Status: In December 1995, the Board of County Commissioners adopted a new Chapter 18A (Landscape Ordinance) of the Code of Metropolitan Dade County, requiring landscape planting standards and criteria for all development types. The ordinance promotes xeriscape principles through the use of drought tolerant species, street trees that visually define the hierarchy of roadways and provide shade and a visual edge along roadways. The Planning Department prepared a Landscape Manual to accompany the ordinance illustrating examples which apply the new landscape to accompany the ordinance illustrating examples which apply the new landscape criteria in ways that enhance the aesthetic appearance of commercial, industrial and residential developments. The ordinance is currently being applied to both the incorporated and unincorporated areas of Miami-Dade County. The municipalities are responsible for implementing and enforcing the code.

A review of the 1995 ordinance was completed in 1997. The proposed revisions to the Code are scheduled for adoption by the end of this year. Additional updates of the ordinance dealing with native species and other related matters are expected to take place by the end of 1998.

Next Step and Date: Continue the implementation and enforcement of the Landscape Ordinance, Chapter 18A ; Code of Miami-Dade County, Florida and drafting of code changes.

MEASURES IN PROGRESS

- 1) Review and amend regulations to encourage the implementation of transit and pedestrian oriented development (TOD) principles in new developments.**

(Land Use, Section A, #1)

Completion Date: Fall 1998 and ongoing

Status: Since the adoption of amendments to the Comprehensive Development Master Plan (CDMP) in October 1996, a considerable effort is being devoted to the

review and amendment of existing land use regulations in order to further the principles of transit and pedestrian oriented (TOD) development. In addition to the items in the 1997 Progress Report the following activities are being developed:

- ☒ Formulation of urban design guidelines implementing transit and pedestrian oriented TOD principles. These guidelines addressing issues such as human scale, open spaces and street patterns, among others are considered to be the cornerstone of the County's effort to improve its urban fabric. This major undertaking is nearing the end of its draft phase with the final adoption scheduled for late 1998.
- ☒ The Department is currently participating in the third phase of a study entitled "South Dade U.S. 1 Corridor Comprehensive Planning and Design Strategy". The purpose of this study is to investigate ways to promote mixed-use, transit-oriented developments at designated community urban centers along the South Dade Busway. The third phase of the study, which consists of drafting the implementation ordinance, is scheduled for completion by the end of this year.

Additional phases of this study will include the development of detailed neighborhood/community center plans along the proposed extension of the South Dade Busway (from Cutler Ridge to SW 296 Street).

- ☒ In September 1997, the Department completed the "West Flagler Street Corridor Study". The purpose of this study was to seek solutions to mobility problems and promote the use of various transportation modes, other than single-occupant vehicles, in the West Flagler Street Corridor. This is to be accomplished through recommendations for capital improvements and revisions to land development patterns, pedestrian and bicycle facilities, parking, transportation, urban design and infrastructure.
- ☒ In September 1996, the Department completed the "Dadeland Regional Activity Center: Specific Area Planning Report for Improving Mobility". The purpose of the report was to seek solutions to mobility problems through the revision of land development policies and regulations. The report makes specific recommendations in the areas of land use and development patterns, pedestrian and bicycle facilities, transportation and parking, and urban design. The Department is currently evaluating implementation strategies for the recommendations included in this report, and is seeking funding to conduct a charette with affected property owners and neighbors to formulate a specific plan and implementation program.
- ☒ The Department is in the process of drafting ordinances addressing commercial, residential and urban center zoning districts. The Business Design District and Neighborhood District overlays will promote quality commercial and residential development through the use of urban design principles which focus on issues such as, street connectivity, architectural quality and

compatibility between new and proposed developments. The Metropolitan Urban Center overlay districts will establish compact and high intensity development having pedestrian qualities, direct accessibility to mass transit and high quality urban design.

Next Step and Date: Drafting of codes and regulations and if necessary, CDMMP amendments.

2) Encourage infill development by requiring utilization of TOD principles within activity centers and along major corridors.

(Land Use, Section A, #2)

Completion Date: Late 1998 and ongoing

Status: In 1996, the Miami-Dade County Board of Commissioners directed the County Manager to establish and appoint an Infill Strategy Task Force to examine and make recommendations on opportunities and strategies to promote infill and redevelopment in underdeveloped areas within the County's planned Urban Development Boundary. In December 1997, the Department of Planning, Development and Regulation published the "Final Report of the Infill Strategy Task Force". In the report, the Task Force forwards twelve recommendations in its Executive Summary as the "cornerstones" of a fair, efficient, and effective urban infill Program in Miami-Dade County. The utilization of TOD principles is clearly evident in some of these recommendations such as the following:

- ☒ Upgrade mass transit service in a well defined Urban Infill Development Area (yet to be officially adopted) through an expanded rail system, increased and reliable bus service and intermodal connections, and improved marketing of the system.
- ☒ Promote good design to gain acceptance of higher density, and promote mixed use neighborhoods and projects, including small area planning with a clear objective of empowering the residents, business owners, and all other stakeholders in determining the character and intensity of development in and around their neighborhood.

The Department continues to work on the preparation of several new ordinances addressing commercial, residential and urban center zoning districts, which embody TOD urban design principles. The Department is also working with FDOT consultants in a study entitled Station Area Aesthetic Design Development (SAADD), to prepare station area plans for MetroRail East-West Corridor Extension. These plans will include draft implementing ordinances to promote transit supportive land use and design in station areas.

Next Step and Date: Drafting code changes, and if necessary, CDMP amendments.

- 3) **Continue to promote the evolution of sub-centered urban form, comprised of major, intermediate and local activity centers; activity corridors; enterprise/employment centers and transit network. In appropriate locations in intervening areas, promote applicable TOD principles and the balanced provision of convenience retail, personal services and various types of residences.**
(Land Use, Section A, #3)

Completion date: Late 1998 and ongoing

Status: The County's Comprehensive Development Master Plan (CDMP) promotes an urban form comprised of three scales of urban centers (regional, metropolitan and community) linked by effectively and rationally planned roadway and transit systems. In addition, the CDMP also promotes TOD principles and the balanced provision of convenience retail, personal services and various types of residences in appropriate locations such as urban centers and those described in its "guidelines for urban form".

These issues are also being addressed by the following ongoing or recently completed activities:

- ❑ Formulation of urban design guidelines.
- ❑ The South Dade U.S. 1 Corridor Comprehensive Planning and Design Strategy
- ❑ The West Flagler Street Corridor Study
- ❑ The Dadeland Regional Activity Center: Specific Area Planning Report for Improving Mobility.

Next Step and Date: Drafting code changes and, if necessary, CDMP amendments.

- 4) **Encourage provision of civic buildings within urban neighborhoods through site planning and capital improvements programming.**
(Land Use, Section A, #4)

Completion date: Late 1998

Status: The Department of Planning, Development and Regulation will conduct a review of the adopted Traditional Neighborhood Development (TND) ordinance to generate a more adaptable, user-friendly district. The district would retain the essential principles of traditional neighborhoods such as requirements for physically defined open spaces and areas for the establishment of civic institutions. This activity will also be complemented with the formulation of the County's urban design guidelines.

Next Step and Date: Drafting of code regulations.

TRANSIT AGENCY

MEASURES COMPLETED

(Note: Measure may have been completed, however additional task may still be on-going)

1) Extend Transit

(Transportation, Section A, #2)

☒ Cutler Ridge Mall Busway Project

Status: On February 3, 1997, the new Cutler Ridge Mall Busway was opened for Miami-Dade citizens. The two-lane busway runs along U.S. 1 (South Dixie Highway) to the west, between Cutler Ridge and the Dadeland South MetroRail station. The project was established to entice commuters out of their vehicles onto the Miami-Dade Transit System (Buses and Train). This would reduce traffic congestion on South Dixie Highway. Other features of the project include a bike path along the west side of the busway road and bike racks on the front of the bus. As an incentive to attract commuters, the Metro-Dade Transit Agency provided free bus rides which included transfers to and from MetroRail (February 6 - 16, 1997).

MEASURES IN PROGRESS

1) Extend Transit

(Transportation, Section A, #2)

☒ North Corridor extension

Status: Environmental Impact Statement (EIS) is expected to be completed by April 1998.

Next Step: Start the final design of the project.

Action Date: End of 1998

☒ MetroRail extension to the Palmetto Expressway

Status: Design of the project was completed in December 1997.

Next Step: Start construction in 1998.

Action Date: August 2001

☒ South Dade Busway Extension

This project is the extension of the already completed Cutler Ridge Busway to S.W. 264th Street.

Status: The project is in the preliminary design phase with plan submittal to be completed by the end of 1999.

Completion date: April 2000.

☒ **East/West Multimodal Corridor**

The full project corridor , 22 miles long, begins at the FIU Tamiami Campus, extends the length of SR 836, past Miami International Airport, through downtown Miami to the Port of Miami, across Biscayne Bay to South Beach, and ends at the Miami Beach Convention Center. The project's improvements include the construction of the east-west rail line to complement existing transit services, providing improved mobility and connectivity.

Status: Preliminary engineering to begin in 1999.

Completion date: 2009.

☒ **Miami Intermodal Center**

The Miami Intermodal Center (MIC) project proposes to become the central transfer facility to connect local, regional and intercity transportation modes including direct access to the Miami International Airport. The MIC would also house selected landside terminal functions, such as ticketing and baggage service, rental car services and parking.

Status: Program management consultant to be selected by the end of 1997.

Completion date: 7 – 10 years

GENERAL SERVICES ADMINISTRATION (GSA)

MEASURES COMPLETED

(Note: Measure may have been completed, however additional task may still be on-going)

1) **Institute waste reduction purchasing practices in Metro-Dade.**
(Solid Waste, Section C, #2)

Completion Date: Ongoing

Status: The Recycling Management Committee was established in 1992 via Resolution #214-92. It is comprised of 20 County employees representing major County Departments and charged with the responsibility of overseeing all internal County recycling programs and the procurement of products containing recycled and recyclable materials. Accomplishments to date include:

Expansion of Miami-Dade's Internal Recycling Program

Under the direction of the committee, the County's employee recycling program has significantly expanded. A strong educational program combined with more comprehensive bid specifications have resulted in the following:

- ☒ As of 1997, the following materials were being recycled: aluminum and steel cans, plastic bottles, wood pallets, corrugated boxes, a broader array of paper products (colored office paper, magazines, catalogs, phone books, etc.), toner cartridges, transparencies, office equipment, scrap metal, video tape, anti-freeze, used-oil filters, refrigerant gas, fluorescent bulbs, tire retreading, petroleum based products and furniture reupholstery and refurbishing.
- ☒ The number of facilities participating in the project has also expanded, from 30 locations in 1985 when the office paper recycling program started to over 200 locations today. The recycled material tonnage collected from the program has increased from 2.6 tons annually in 1985 to 2,088 tons annually. Based on pick-up of 2088 tons of material collected from county occupied facilities, tipping fees at \$27 per ton and hauling fees averaging \$59 per ton: the county would have paid \$179,400 to dispose of the tonnage, with no revenue collected. Under the new structure, the county saved \$123,120 in tipping fees, and \$56,280 in hauling fees, and earned \$65,628 in revenue, totaling a benefit to the county of \$255,028.
- ☒ The County has purchased in excess of 112 million dollars worth of environmentally safe products and items made of recycled or recyclable content.

Establishment of Budgetary Guidelines

In October 1995, the Recycling Management Committee approved a budgetary guideline for the distribution of funds generated through the sale of recyclable materials. The guideline identifies 7 budget categories that broadly support the goals and objectives set by the committee and Resolution #214-92.

Next Step: Future recycling programs include mixed batteries and rechargeable batteries.

Date of Action: Complete by 1999.

MEASURES IN PROGRESS

- 1) **Utilize more fuel-efficient cars in the Miami-Dade fleet.**
(Transportation, Section D, #1)

Completion Date: Ongoing

Requires Commission Action: Commission approval for purchase of vehicles is required.

Status: The Department will purchase 99 subcompacts, 104 mid-size sedans and 337 full-size police patrols. Unlike other police Departments, Miami-Dade Police Department utilizes mid-sized vehicles instead of full size vehicles for non-patrol units. The 1997 model year vehicles have a higher fuel economy status than the vehicles being replaced. In addition, more than 600 vehicles will be removed from the 24-hour assignment list.

Next Action and Date: Receive vehicles and prepare for in-service beginning in May 1998.

2) Develop a team of local public/private representatives to identify and promote the most practical and cost-effective alternative fueled vehicles.

(Transportation, Section D, #2)

Completion Date: On going

Requires Commission Action: Commission approval required for blanket contract for vehicle conversions or OEM purchase of CNG vehicles.

Status: The Miami International Airport Compressed Natural Gas (CNG) fuel site has been in operation for eight months and dispensed 985 gallons of CNG since June 1997. This fuel facility will service all Miami-Dade County, State of Florida and Federal vehicles requiring CNG. GSA will assist the Aviation Department in planning the acquisition of CNG powered shuttle buses to replace its current shuttle buses at the Miami International Airport.

Next Step: Purchase or convert shuttle buses to CNG.

Next Action and Date: Promote usage by other agencies including the MDWASD, MDTA, Federal GSA, US Post Office and other agencies after CO is obtained. Convert or purchase 18 shuttle buses servicing the Miami International Airport prior to the September 1998 grant deadline.

3) Initiate the "Green Lights" programs and integrate with other County building retrofits for a 20% increase in energy efficiency.

(Electrical, Section A, #1)

Status: Working on RFP to contract and perform survey of building and retrofit all needed lighting equipment. At this time, three companies have been selected and the County is in the process of negotiations with these three companies. Construction to be paid from reduction of electric billing.

The County has met with EPA officials to discuss the possibility of expanding the EPA's "Green Lights" agreement and participating in the "Energy Star" program.

This will allow the County to gain additional savings from other energy systems, including HVAC, chillers, pumps and motors, etc.

Next Step: Work with Energy Conservation Contractors to perform survey of large building complexes and continue over the following months in installing compact fluorescent lamps, chillers, HVAC systems in major buildings.

4) Investigate cost effective energy efficient HVAC systems for Miami-Dade facilities.

(Electrical, Section C, #1)

Status: The County has a Master Lease program to replace old non-efficient chillers with more cost effective and energy efficient chillers. Three centrifugal chillers have been replaced with screw type chillers in the South Dade Government Center, the Joseph Caleb Center and the Data Processing Center. The goal was to replace chillers over 100 tons that operated at 1 to 1.2 kWh per ton of refrigeration with chillers that operated at 0.6 per ton of refrigeration. Due to new CFC 11 and CFC 12 phase-out regulations, these old refrigerants were replaced with HCF 123 and HFC 134. However, the new refrigerants caused a 15% loss in cooling capability which reduces the efficiency by the same percentage. GSA/FUMD now has to purchase 115 ton chiller to do the job of a 100 ton chiller. In design stage is a high efficiency low energy district cooling plant for the Justice Center area.

DERM is assisting GSA in the construction and expansion of the Downtown and Justice Center cooling loops. GSA was finalizing the permitting process, however, modeling activities determined that recharging the water into the ground would not be effective during storm surges, or high cooling demand during summer months. Recently GSA submitted a permit application with the Florida Department of Environmental Protection (FDEP) to discharge the post-condensing water into the Miami River during the above-mentioned events. The application permit was disapproved. The engineering firm is now designing the cooling tower for the chiller plant and the blueprints will be available April 1998, with implementation expected for September 1998. Each chiller unit system is expected to create savings by 15-20% tons/hours.

Next Step and Action Date: Complete systems by FY 1999/2000 to convert to HCFC.

5) Develop a public education & awareness campaign to limit idling of automobiles and trucks.

Status: The County's Environmental Advisory Task Force has developed the "Green Fleets" subcommittee to address this item. See page 9 for update.

NO ACTION

- 1) **If feasible, purchase the combined cycle cogeneration plant and wheel the current excess capacity of 82,000,000 kWh/yr. to County owned facilities and promote use of cogeneration for other appropriate commercial applications. Design all new facilities' electric systems in a manner to be able to wheel electricity.**

(Electrical, Section A, #2)

Status: Waiting for the Florida Public Service Commission and U.S. Congress approval of Electric Energy Deregulation.

Next Step: Make sure all projects are designed and laid out in a manner that will facilitate obtaining full benefits from electric deregulation when it occurs. Commence planning stages for energy management programs.

- 2) **Adequately staff the recently established utility management division within G.S.A's Facilities and Utilities Management in order to investigate various rare structures that encourage and reward utilities for energy conservation. Work with Florida Power & Light on New Federal Energy Rates.**

(Electrical, Section E, #2)

Status : No further action taken to date. Will work with FP&L and other electric suppliers as New Federal Energy Laws are passed allowing Wheeling of Electricity to large commercial facilities.

Next Step and Action Date: Federal Energy Laws passed allowing wheeling of electricity; 2000.

PUBLIC WORKS

MEASURES IN PROGRESS

- 1) **Shift to photovoltaic street lighting.**

(Electrical, Section C, #3)

Status: Photovoltaic street lighting does not provide adequate lighting for arterial roadways. The Public Works Department continues to review manufacturers' literature and demonstration projects.

- 2.) **Integrate "Cool Communities" with Community-wide tree planting program.**

(Electrical, Section D, #1)

Status: The Public Works Department has provided funding and personnel to implement tree plantings along the arterial roadways of Dade County. Tree planting expenditures exceeded \$1.5 million. These plantings have had a dramatic aesthetic effect and environmental impact along our roadway corridors.

Next Step: The Department anticipates an additional \$1.5 million expenditure for more hardwood tree plantings along our roadway corridors.

METROPOLITAN PLANNING ORGANIZATION

MEASURES COMPLETED

- 1) Implement Bikes-on-Tri-Rail.**
(Transportation, Section C, #4)

Completion Date: October 1996

Status: Bicycles are now allowed on Tri-Rail anytime with the required permit.

MEASURES IN PROGRESS

- 1) Construct all road improvements listed in the Long Range Transportation Plan (LRTP) 2010 that are consistent with the other transportation and land use measures in this plan.**

(Transportation, Section A, #3)

Status: On December 7, 1995, the Governing Board of the MPO adopted the update to the LRTP (to the year 2015). The Plan was amended in March 1997 to exclude the widening of SR-112 due to community opposition.

The twenty-year transportation "Needs" proposal identifies nearly one hundred major capacity improvements with a price tag of approximately \$6.1 billion. Public transportation and ridesharing are emphasized in the projects listed. Identified transit needs call for provision of over 60 miles of exclusive right-of-way priority service along six major travel corridors. Also proposed are approximately 35 miles of High Occupancy Vehicle (HOV) lanes along expressways. Incorporation of the latest electronics technology (Intelligent Transportation System) is also proposed for several major projects as another means of easing congested traffic conditions. Proposals for new highways are relatively insignificant when compared to other types of projects, reflecting the fact that the urban area has matured and that the necessary space to build new major highways is either no longer available or extremely costly. The Plan includes, however, many proposals to widen existing primary and arterial roads that carry heavy loads of traffic between suburbs and to and from city center.

- ❑ The HEFT was widened to 8 lanes and interchanges were placed at NW 41 Street, SW 120 Street, and NW 106 Street.
- ❑ Interstate 95 underwent significant reconstruction. Improvements were completed between NE 54 Street and NW 186 Street, including a High Occupancy Vehicle (HOV) flyover at Golden Glades interchange.
- ❑ Biscayne Boulevard underwent significant reconstruction. Six-laning from NW 123 Street to NE 135 Street was completed during 1995 and the six-laning from NE 135 Street north to NE 163 Street was completed in 1996.

During the period from 1995 through 1997, several arterial roadways were improved. Examples include:

- ❖ SW/NW 27 Avenue: from SW 8 Street to NW 11 Street
- ❖ SW 8 Street: from the Palmetto Expressway to SW 137 Avenue
- ❖ NW 57 Avenue: from NW 138 Street to NW 183 Street
- ❖ NW 135 Street: from NW 27 Avenue to I-95
- ❖ NW 79 Avenue: from NW 25 Street to NW 58 Street
- ❖ NW 87 Avenue: from NW 122 Street to NW 138 Street
- ❖ SW 117 Avenue: from SW 56 Street to SW 72 Street
- ❖ NW 151 Street: from US-1 to Main Road

2) Increase traffic demand management programs.

(Transportation, Section B, #1)

Status: Please refer to the New Opportunities Section on page 4 for information on the Miami Beach Electrowave Shuttle and the Civic Center/MDTA South Florida Station Electric Car Pilot Project. The following are additional traffic demand management program efforts underway.

1. As part of the Model Employer Study, joint efforts are ongoing between the MPO, FDOT, MBTMA and CCTMO to establish measures aimed to alleviate traffic congestion at the Fontainebleau Hilton Hotel, the Miami Heart Institute and the University of Miami.
2. A TDM Plan is being prepared for the Civic Center Traffic Management Organization as part of the Commuter Characteristic Study.
3. The Downtown TMA will be incorporated by the first quarter of 1998. This TMA will administer a shuttle along Flagler Street to alleviate traffic congestion and improve mobility in the area.
4. The MPO, Gold Coast Commuter Services (GCCS) and FDOT continue working to form the Airport West TMA.
5. The contract for implementation of the VANPOOL Demonstration Program was approved and placed into effect on February 1, 1998.
6. The MPO and FDOT worked together with a consultant in developing the Arterial Investment Study for 107th Avenue. The recommendations included:

the widening of 107th Avenue, transit improvements, intersection improvements, development of TDM strategies and ITS projects, among other things.

7. Continue working with Gold Coast Commuter Services in forming carpools within the tri-county area.
8. An Emergency Ride Home Program was developed by GCCS under the sponsor of FDOT. This program will start the first quarter of 1998 and was created to provide an incentive for those persons that are carpooling and are registered with GCCS.

3) Adopt policy incorporating bicycle facilities in the County's plan for new road construction or reconstruction projects.

(Transportation, Section C, #1)

Completion Date: September 1996.

Status: The Bicycle/Pedestrian Office submitted a proposed policy. The Public Works Department developed its own version, and was subsequently adopted by the County.

In a bold new step to support non-motorized modes of transportation, the MPO has expressed a commitment to fund bicycle/pedestrian/greenway projects in the Long Range Transportation Plan (to the year 2015).

The 1.5% funding set aside for Bicycle/Pedestrian/Greenway Projects is a policy recommendation from the Long Range Transportation Plan Steering Committee. It represents a commitment from this urbanized area toward non-motorized transportation modes, such as bicycle, pedestrian and greenway projects. The set aside is intended for stand-alone projects of this nature, but not for sidewalks or bike racks. Sidewalks and bike lanes should be incorporated into typical sections during preliminary engineering work phases for roadway projects. Sidewalks not a part of a typical section or roadway project can continue to be funded through secondary programs such as the Road Impact Fee program. The set-aside could be used to fund bike lanes that would fill in the “missing links” in existing bikelane projects. Taking 1.5% of all eligible surface transportation capital expenditures, except Interstate, airport and seaport would derive it. This set-aside is separate from, and not to be confused with, the Transportation Enhancement Program.

4) Investigate utility easements, transit and railroad rights-of-way to use for bicycle/pedestrian facilities

(Transportation, Section C, #5)

Status: The Bicycle Facilities Plan identifies several areas in the County for these facilities. A North Dade (North of Kendall Drive) Greenways Plan has been implemented and several facilities have been identified using right-of-ways.

NO ACTION

- 1) **Adopt a shower facility ordinance for professional office buildings and require that and non-residential and non-retail developments provide bicycle racks at a minimum rate of five bike parking spaces for every 100 automobile parking spaces as stated in the Draft Bicycle Facilities Plan.**

(Transportation, Section C, #2)

Status: A draft Bicycle Parking Plan has not been completed to date. It identifies public buildings to include bicycle parking and recommends allotments of bicycle parking at various types of establishments. Provisions for shower facilities will be addressed at a future date.

- 2) **Expand Bikes-on-Train program to include counter-flow and first hour service.**

(Transportation, Section C, #3)

Completion Date: September 1996

Status: Bicycles are allowed on-board MetroRail from startup to 6:30 a.m. MDTA is against counter-allowance during rush hours because of lack of assurance that bicyclist will not attempt boarding crowded trains. Additionally, bicycle racks have been installed on 4 Metrobus routes (35, 70, 73 & 87). MDTA has a policy to install racks on every new bus with the entire fleet to be equipped within a decade.

CODE COMPLIANCE

MEASURES IN PROGRESS

- 1) **Develop outreach program for contractors/builders on Florida's Energy Code.**

(Electrical, Section B, #3)

Status: The Code Compliance Office has sponsored local seminars for inspectors and contractors. A one-day seminar was held on September 24, 1997 for both commercial and residential energy code changes. The seminar highlighted the most recent revisions to the Energy Code and brought awareness to the industry of the updated version (1997).

Next Step: This Seminar will be two days long and will be presented on July 30th and 31st. They will be promoted by the Code Compliance Office and through mailings from the Department of Community Affairs.

2) Develop strategy with Florida's Department of Community Affairs to improve enforcement of the Florida Energy Code.

(Electrical, Section B, #4)

Status: A member of the Code Compliance office, Mr. Pete Quintela, has become certified in the proper application and use of the Florida Energy Code. He has actively participated in code changes and modifications to address local concerns. Additionally, he has visited all the plans examiners and inspectors in Miami-Dade County and assisted them in the proper application of the Code.

Next Step: Continue to provide assistance to all building departments in the application and enforcement of the Energy Code.

CONCLUSION

On January 9, 1998, NOAA reported that 1997 was the warmest year of this century. Including 1997, the top ten warmest years have all occurred since 1981 and the warmest five years all since 1990. Most scientific experts agree that some human activities, such as burning of fossil fuels and industrial practices, are altering the earth's climate and are directly attributable to greenhouse gas emissions. These trends, serious as they may be, are not yet irreversible. Through local action, the county will continue to emphasize sustainable development, implementation of our long range transportation plan, investment in energy efficiency for our facilities, reforestation and strategic landscaping and educating our citizens, businesses, and other governments and encourage their active support of these goals. Miami-Dade County is in the forefront of local governments in addressing climate change, and it will be in the long-term interest of Miami-Dade County citizens to support and maintain this effort.